



# WELCOME


## Public Hearing



This project is being delivered as a part of

# IKE THE EISENHOWER LEGACY TRANSPORTATION PROGRAM

The Eisenhower Legacy Transportation Program, known as IKE, is a 10-year program that addresses highways, bridges, public transit, aviation, short-line rail and bike/pedestrian needs across Kansas. The program and associated projects are saving lives by making travel safer, reducing transportation costs for people and goods, and innovating our infrastructure to strengthen communities now and in the future.

 IKE and its Program Management Consultant (PMC) model is making it possible for KDOT to advance **\$1.2 billion** in projects. More projects – more work – hitting the streets faster.

IKE is a flexible, responsive, rolling program focused on right-sized, practical transportation improvements throughout the entire state. KDOT's goals are to leverage partnerships to foster economic growth, provide more transportation options to Kansans, and to be a strong problem-solving partner to communities by creating holistic transportation solutions.

Learn more at [www.ksdotike.org](http://www.ksdotike.org)





# Purpose of Today's Public Hearing

## Today's Public Hearing - November 17, 2022

- Share the preferred alternative for the Phase 1 & 2 proposed improvements which have been updated based on public input
- Share the Environmental Assessment document and information on the environmental findings from the study
- Gather feedback on the preferred alternative design and Environmental Assessment document

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## PREVIOUS PUBLIC MEETINGS

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### May 26, 2022:

- Informed community members of the NEPA environmental study process
- Discussed next steps in the environmental process and Phase 1 design and construction
- Collected feedback on the proposed East Kellogg project

### September 13, 2022:

- Shared design concepts for alternatives being studied for Phase 1 & 2.
- Discussed the NEPA process, project schedule and ongoing environmental studies
- Gathered feedback on alternative design options



# What has changed since the September public meeting?

Public input is a critical part of the KDOT project development process. Feedback received at the previous public meeting helped inform the following design changes:

**1**

Revised access and median openings

**2**

Shifted the north backage road in Phase 1 farther away from residential properties

*View the strip maps to see the design changes from the previous public meeting in September.*

# Environmental Assessment

## What is an Environmental Assessment?

The Federal National Environmental Policy Act (NEPA) requires KDOT to complete an Environmental Assessment (EA) to document the impacts a transportation project may have on the human and natural environment.

We will review existing and future land uses along the corridor, identify potential historical and archaeological sites, survey wetland and habitats along the creeks crossing the study area, and conduct modeling to determine potential traffic noise impacts.

Through this process, we will coordinate and document public and agency input on the need and purpose, proposed alternative, methods for determining impacts, and mitigation, if required. In addition to the public, the US Army Corps of Engineers, US Fish and Wildlife Service, Native American tribes, various state agencies, and local governments will be engaged in the study process.

## Steps of an Environmental Assessment:

### Define Need and Purpose

- Define the study area
- Identify what problems or deficiencies need to be addressed
- Hold agency scoping meeting - April 28, 2022
- Hold public scoping meeting - May 26, 2022

### Develop Alternative

- Refine roadway alignment
- Review interchange and grade separation design options
- Review depressed (lowered) section in Andover area
- Develop conceptual cost estimates

### Assess Impacts on the Environment

- Conduct analyses and field studies
- Coordinate with agencies
- Modify alternative(s) to avoid or minimize impacts
- Determine appropriate mitigation (if needed)

### Develop EA Document

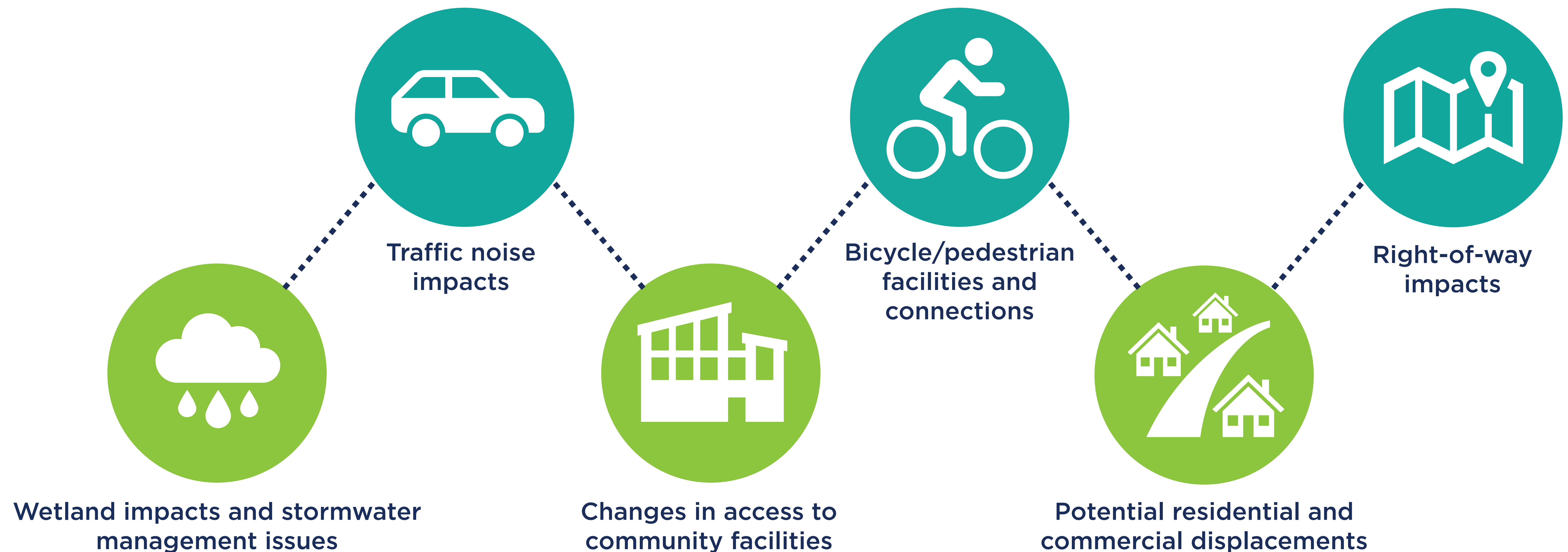
- Summarize study findings
- Identify preferred alternative
- Publish document for public review and comment *WE ARE HERE*
- Conduct public hearing
- Obtain Federal Highway Administration approval



# Environmental Study Results

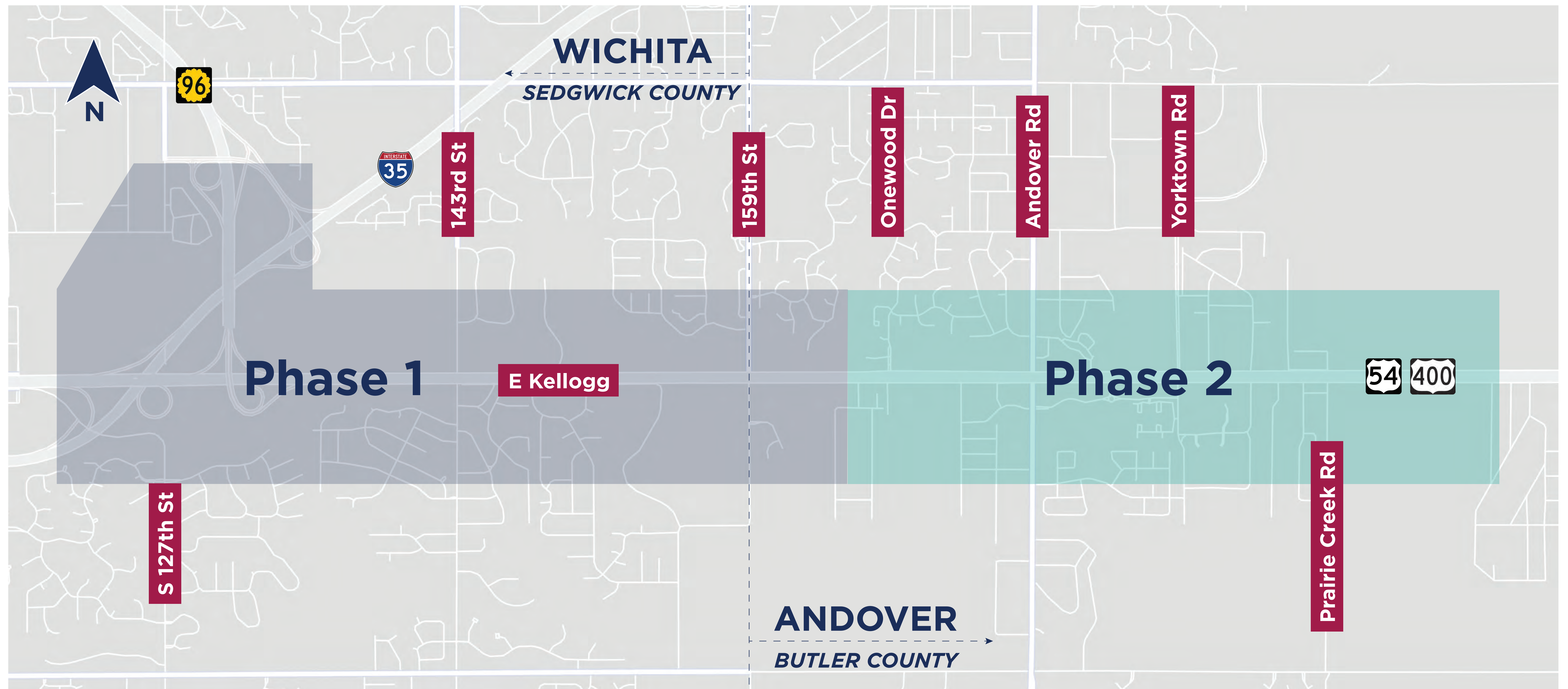
Over the last few months, the study team reviewed public feedback from the September public meeting, completed environmental assessments and preliminary traffic analyses and evaluated the alternative designs along the corridor. **The preferred alternative is recommended to reduce the number of impacts to properties, the environment and the community, as well as improve safety and traffic flow.**

Each design option was evaluated for:



The National Environmental Policy Act (NEPA) requires federal agencies, including the Federal Highway Administration (FHWA), to consider the environmental effects of projects that use federal funds or require federal agency approvals. KDOT will use federal funds on this project.

# NEPA Project Corridor



Phase 1 of the East Kellogg corridor project is fully funded for construction. Phase 2 is being included in the Environmental Assessment so that FHWA approval can be obtained, and the project can move forward for development when funding is available.



# Need & Purpose

## NEED

KDOT has identified the following initial needs along the East Kellogg/U.S. 54 corridor being studied:

- 1 Provide capacity to accommodate forecasted population growth and travel demand
- 2 Improve mobility and route continuity
- 3 Improve operational and safety performance within the corridor

## PURPOSE

The purpose of the project is to provide a cost-effective, environmentally-sustainable, and safe transportation facility that improves mobility and connectivity to support current and forecasted increases in traffic.





# Project Goals



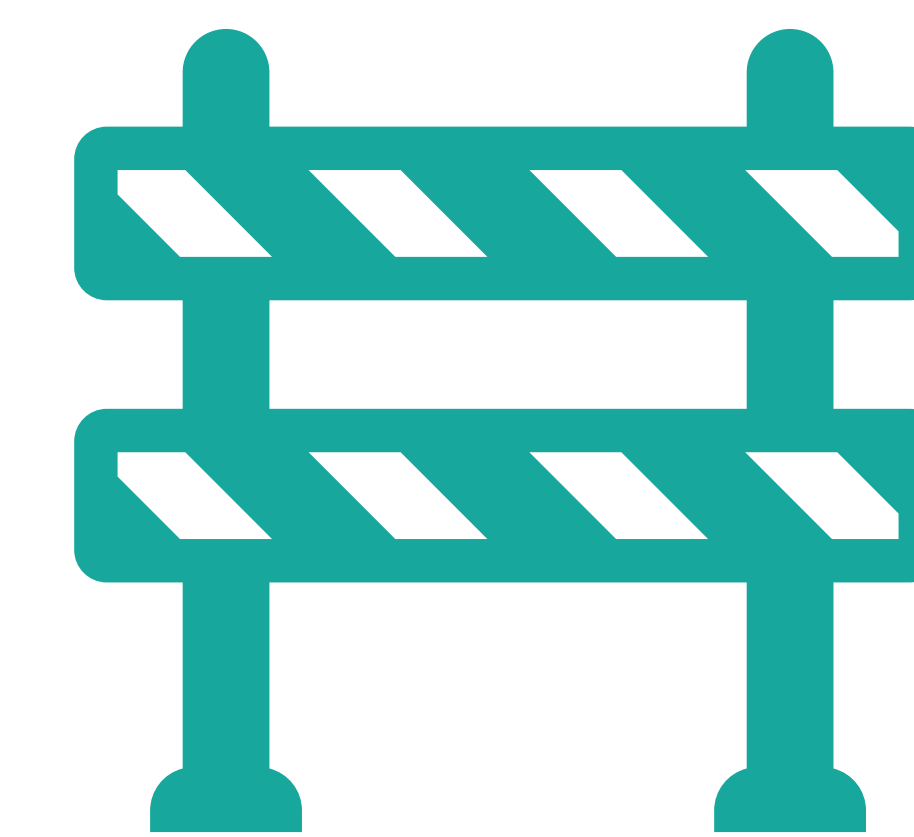
*Improve travel  
time reliability*



*Support economic  
growth in the region*



*Deliver project  
efficiently and  
within budget*



*Minimize duration of  
construction impacts  
in the region*

# Phase 1 Project Boundary

Phase 1 will include reconstruction of approximately 2.5 miles of East Kellogg from I-35/K-96 to just east of 159th Street. Work will include adding travel lanes and frontage roads as well as grade-separated interchanges at K-96, 143rd Street, and 159th Street.



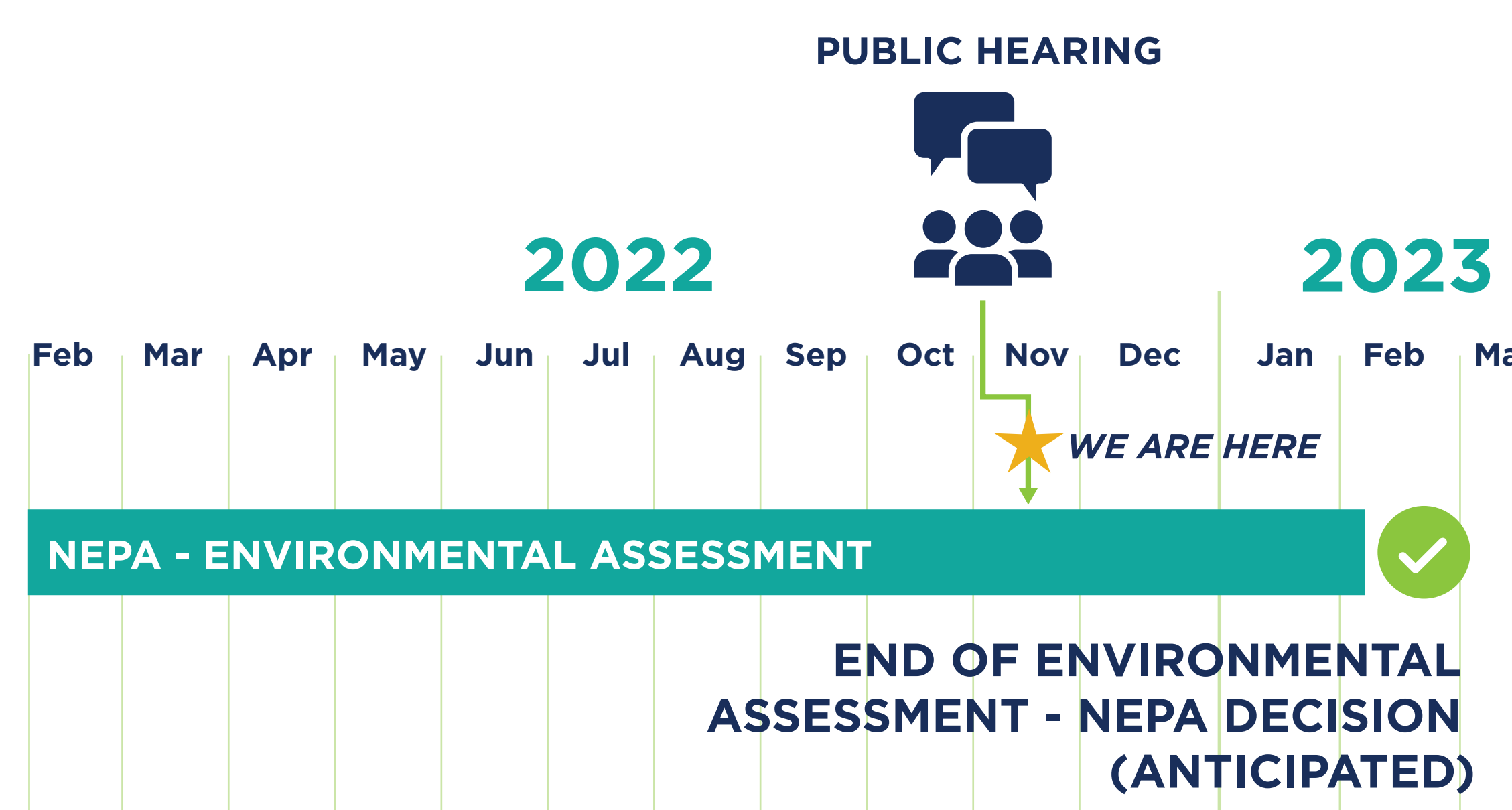
*I-35 to 159th Street*

*View strip map for detailed design.*

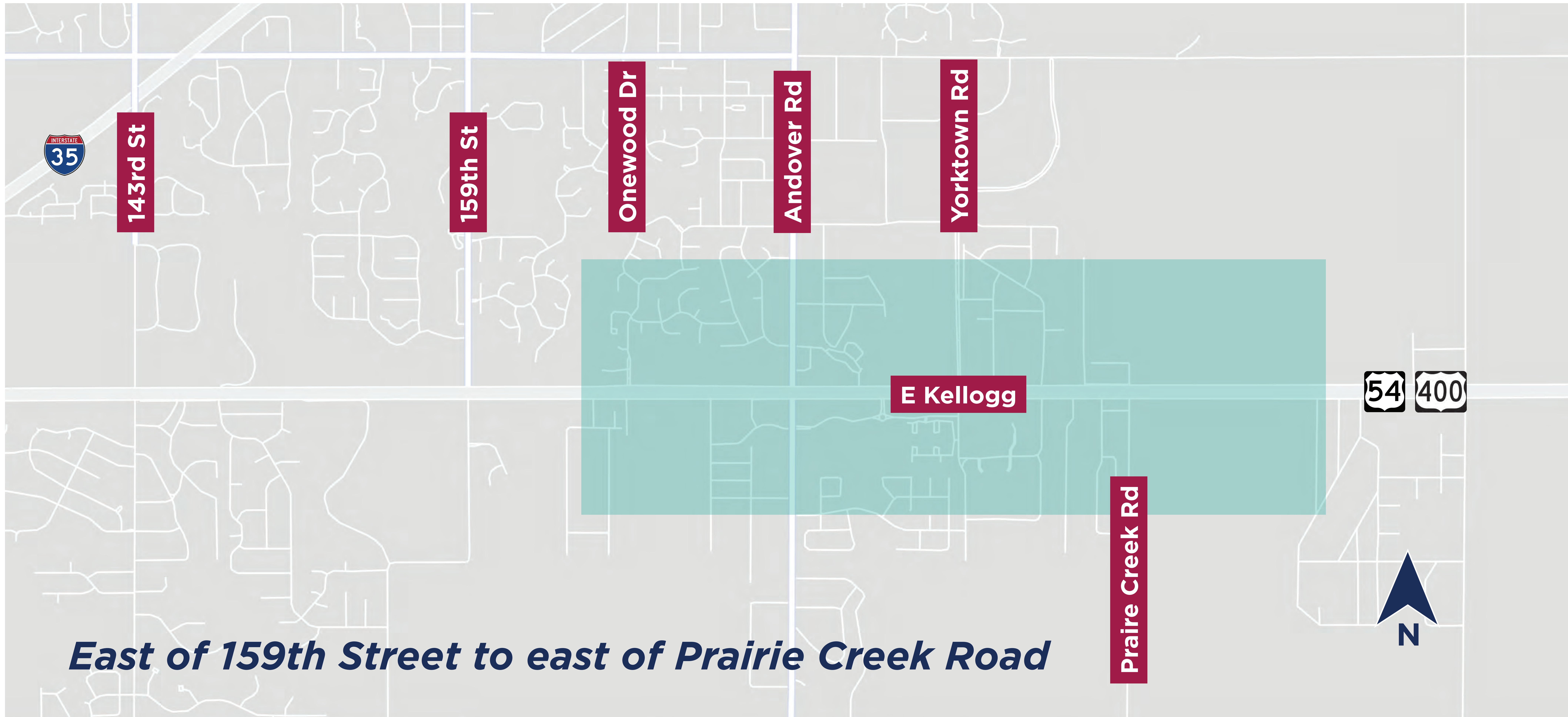
## PHASE 1 SCHEDULE

KDOT is working to determine when Phase 1 will begin construction and will share that information when a timeline is determined.

In the meantime, KDOT will begin preparing the Phase 1 corridor for construction, which includes the right-of-way appraisal and acquisition process as well as utility relocation.



# Phase 2 Project Boundary



*View strip map for detailed design.*

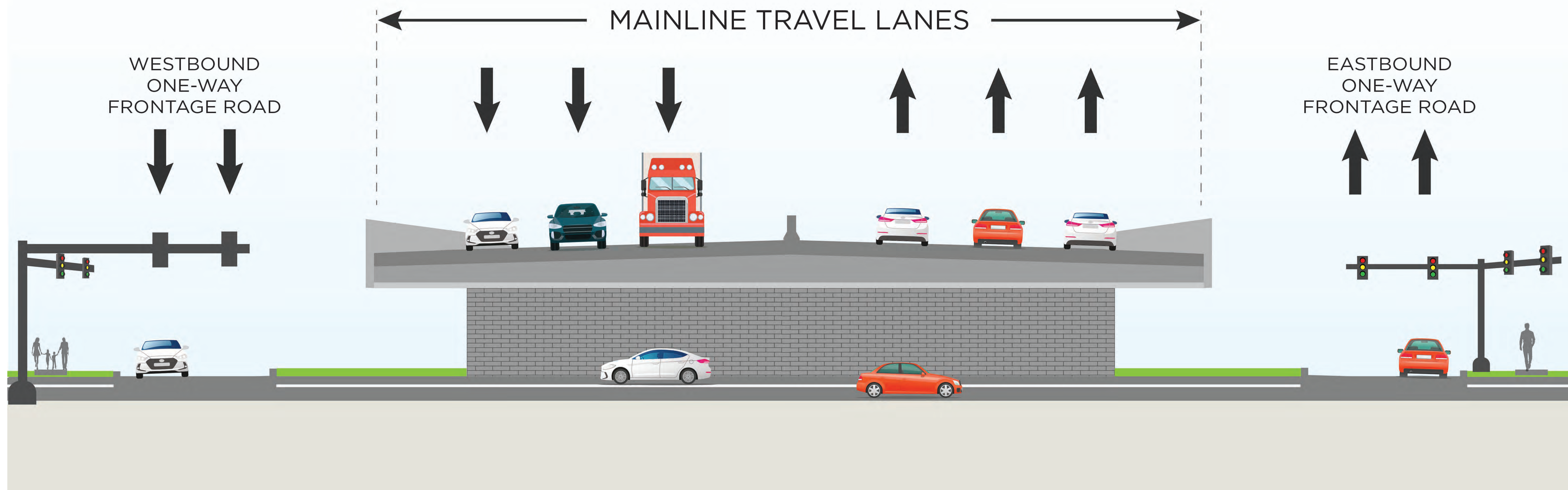
Phase 2 is being included in the Environmental Assessment so that FHWA approval can be obtained, and the project can move forward for development when funding is available.



# Phase 1 Design

*From: I-35 to 159th Street*

## PREFERRED OPTION: ELEVATED



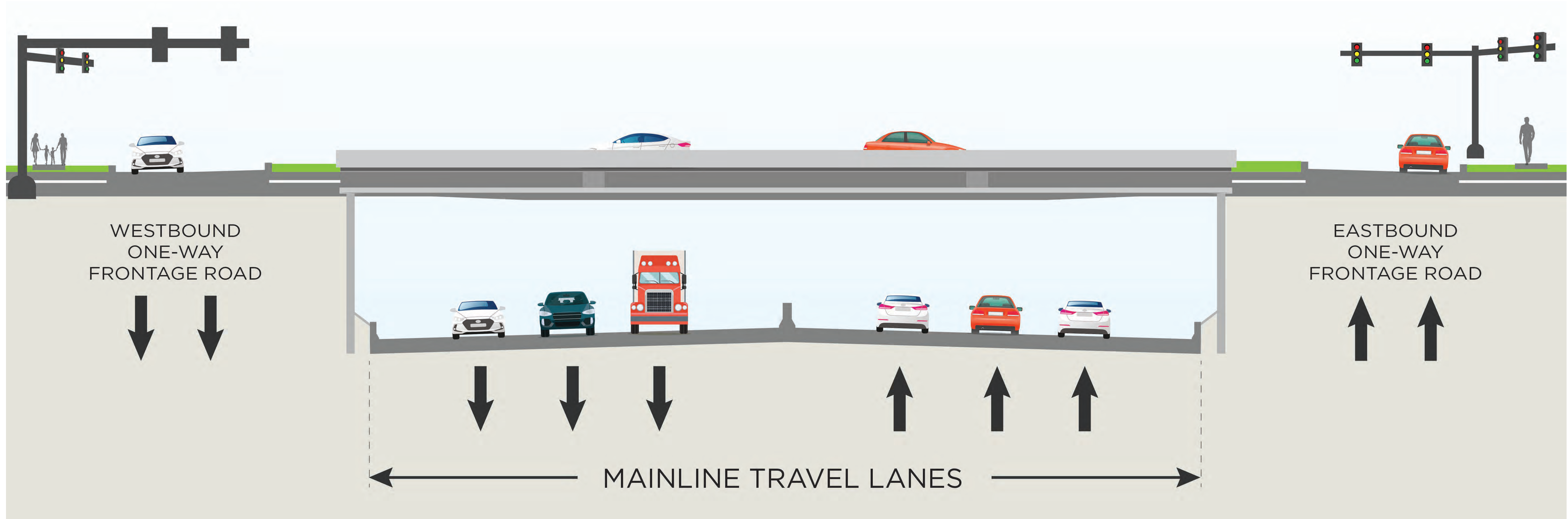
**Impacted Intersections on East Kellogg:  
143rd Street and 159th Street**

*More detail is available on the printed strip map.*

# Phase 2 Design

*From: East of 159th Street to east of Prairie Creek Road*

## PREFERRED OPTION: DEPRESSED



**Impacted Intersections on East Kellogg:  
Onewood Drive, Andover Road,  
Yorktown Road**

*More detail is available on the printed strip map.*

# Noise Modeling

As part of the environmental study process, KDOT conducted noise modeling to determine if noise barriers were needed along the corridor. The study looked at existing noise levels and future noise levels were forecasted based on projected traffic increases. The study analyzed future noise impacts for two scenarios:

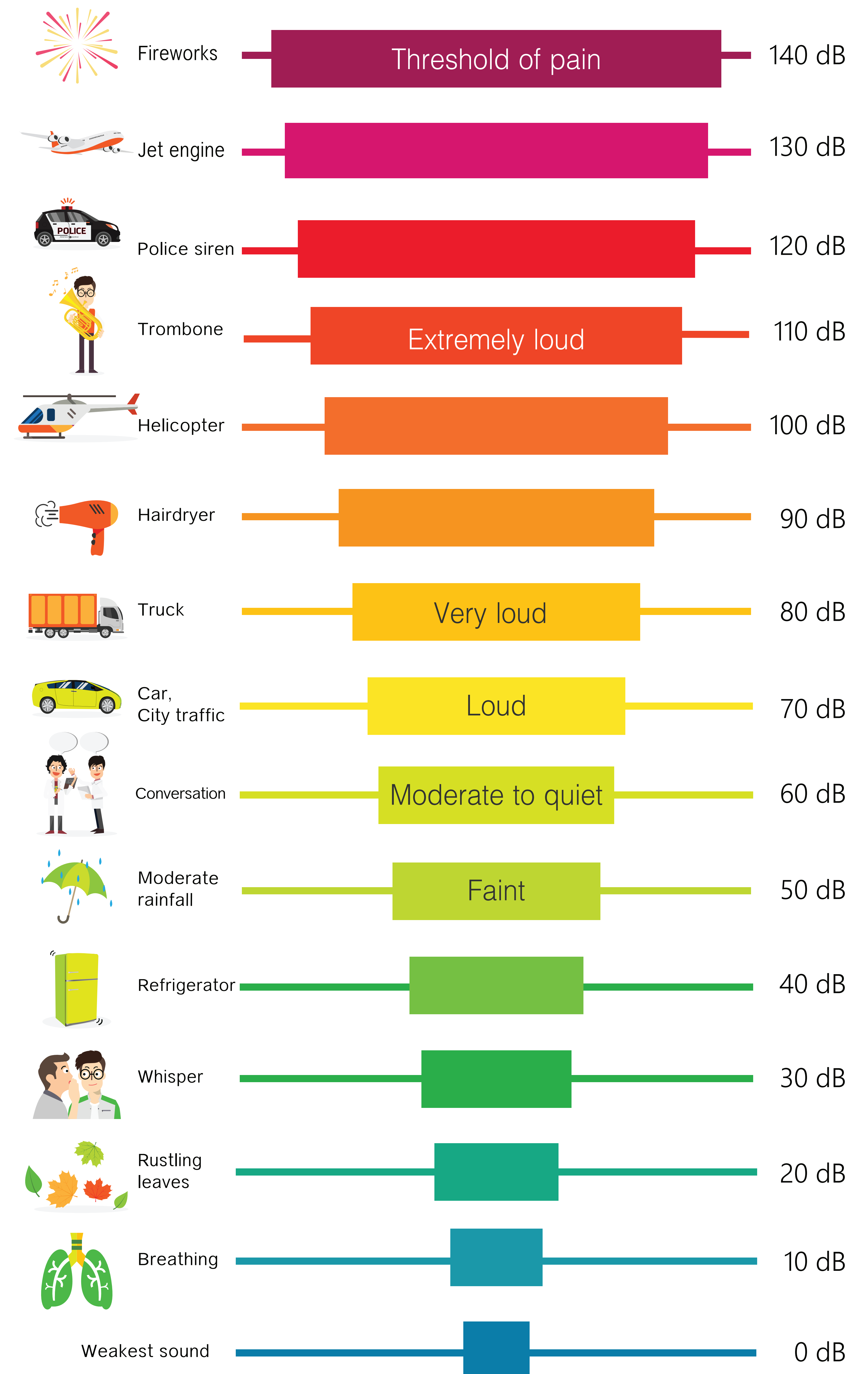
1. If the project is not built (No-Build Scenario) and
2. If the project is built (Build Scenario)

For the types of receptors in the East Kellogg study area (residences, apartments, hotels and public recreation facilities), noise impacts are identified if either:

1. The noise levels reach 66 dB(A) or more; or
2. The future noise level exceeds the existing noise levels by 10 dB(A) or more.

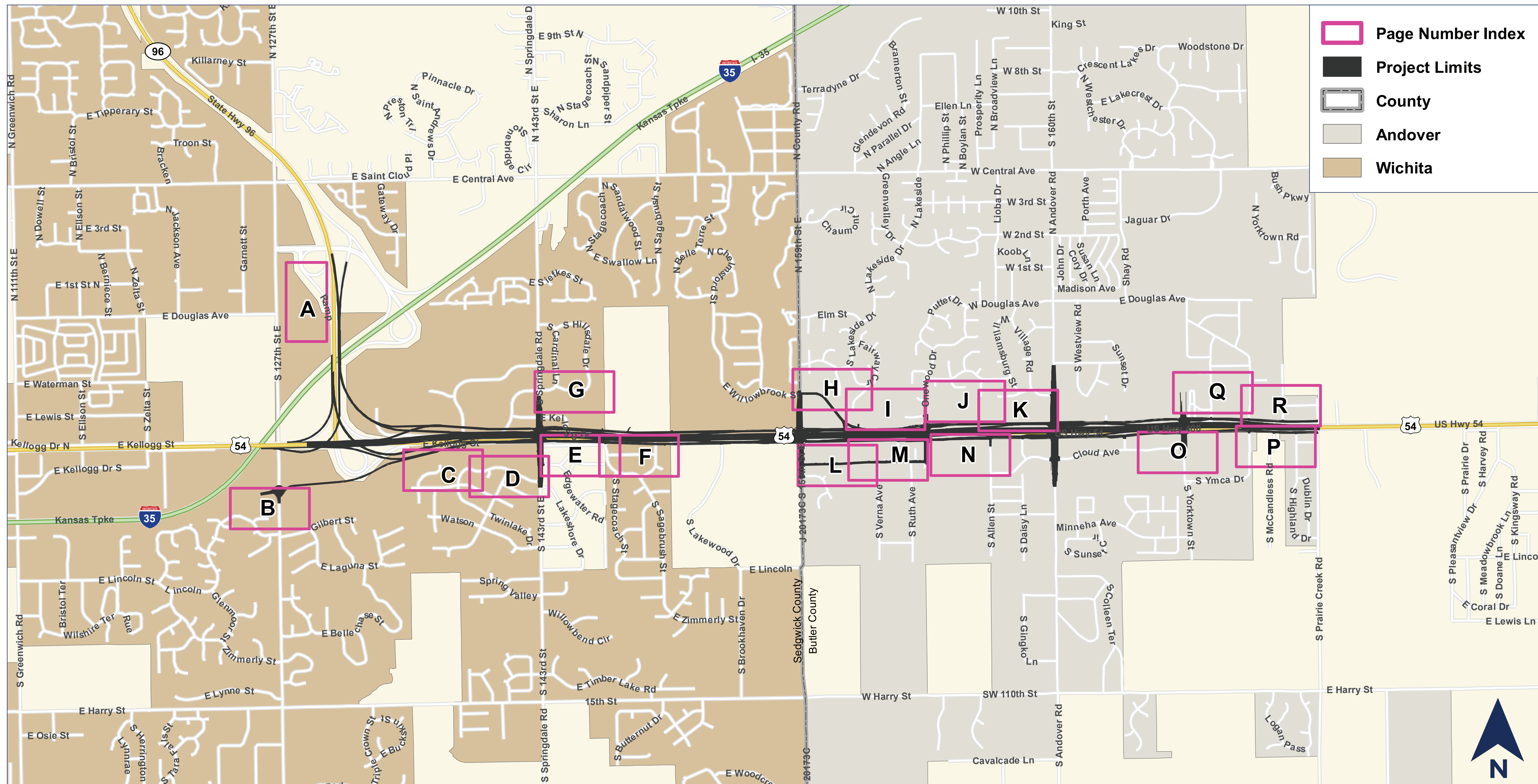
## Decibel Scale (dB)

An explanation of the decibel scale and related units for measuring sound and loudness.



# Noise Study Areas

The noise study grouped 14 geographic areas together that were similar based on traffic volumes, traffic mix and speed and topographic features. These are shown in the pink boxes on the map. A total of 277 receptors across those 14 areas were analyzed for noise impacts.



## What is a receptor?

A receptor is a location that may be impacted by changes in noise levels. The receptors for the East Kellogg noise study were residences, apartments, hotels and public recreational facilities.

# Noise Study Results

The results found that the construction of the proposed **East Kellogg improvements would reduce the noise levels for some areas.** That is because:

- US-54/East Kellogg is moving further away from some receptors. In the area at East Kellogg & 143rd St., the new roadway would be about 100 feet further to the north.
- The removal of traffic signals will reduce the noise of starting and stopping vehicles.
- The planned speed limit and the projected volume of trucks in the future are not expected to create more noise.

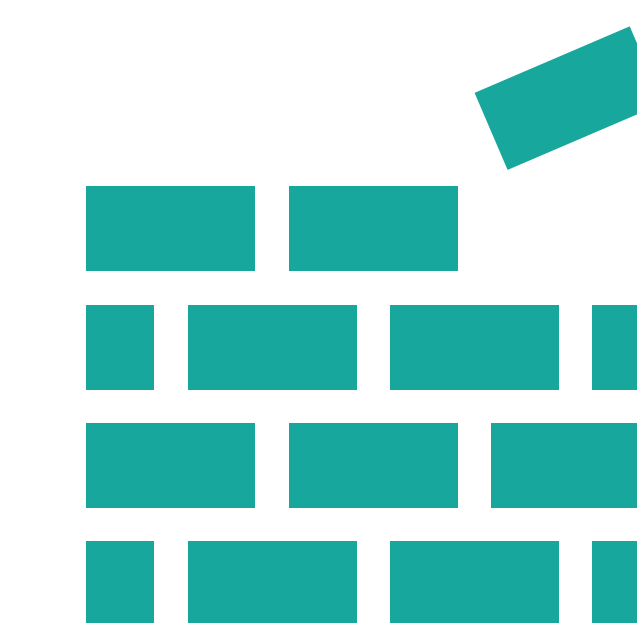
The impacts identified in the East Kellogg noise analysis were:



## **NO-BUILD SCENARIO**

Six receptors (properties) would be impacted

**OR**



## **BUILD SCENARIO**

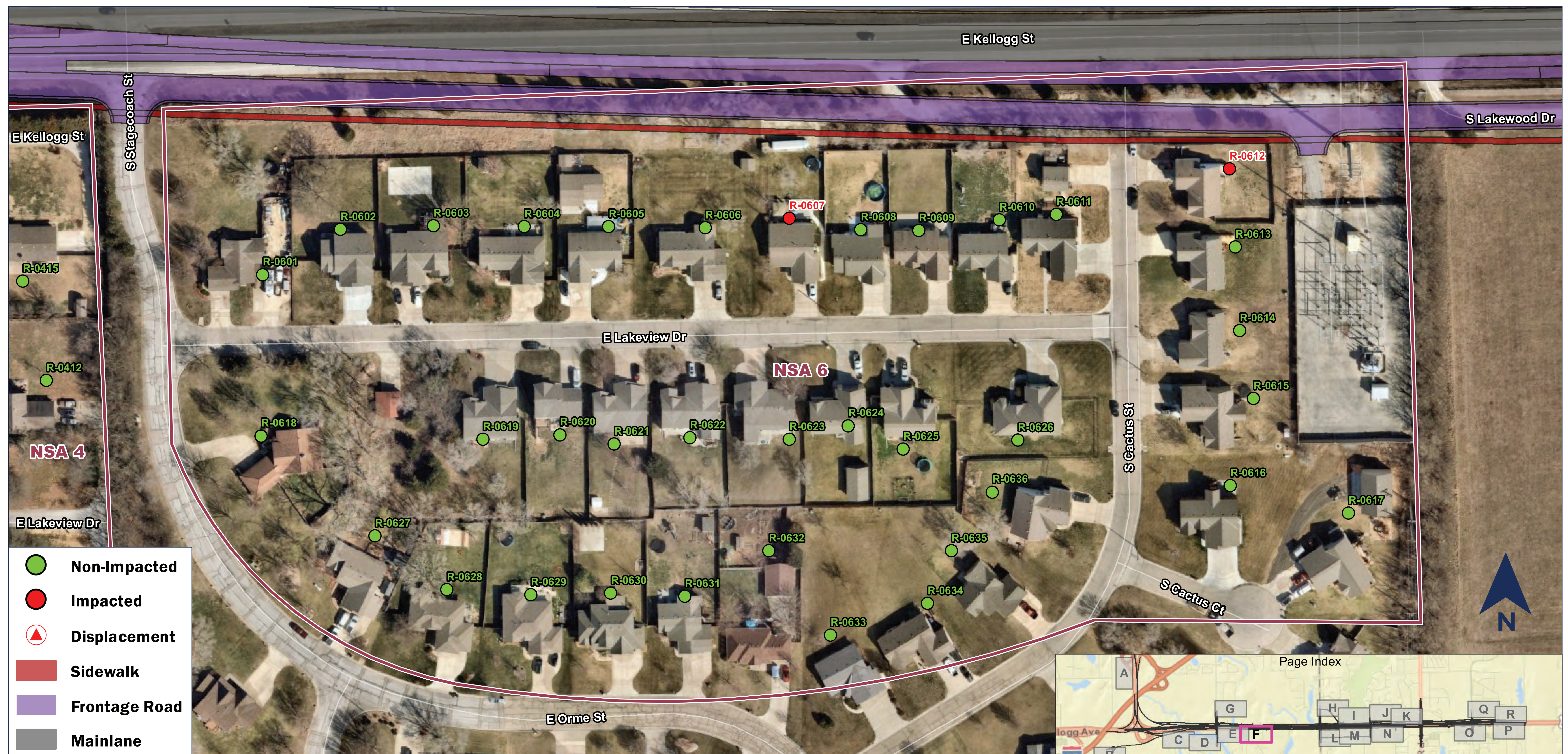
Two receptors (properties) would be impacted



# Noise Study: What does this mean?

Based on the noise analysis results, the predicted change in noise levels and the number of impacted properties are low enough that a noise barrier is not warranted along the corridor.

The map shows two properties, in red, impacted by the proposed project. KDOT's Highway Traffic Noise Policy and Guidance requires a minimum of three first-row receptors be impacted to warrant a noise barrier.





# **KDOT Bureau of Right of Way**

# SHARE YOUR THOUGHTS



## ONLINE

[eastkellogg.ksdotike.org](http://eastkellogg.ksdotike.org)

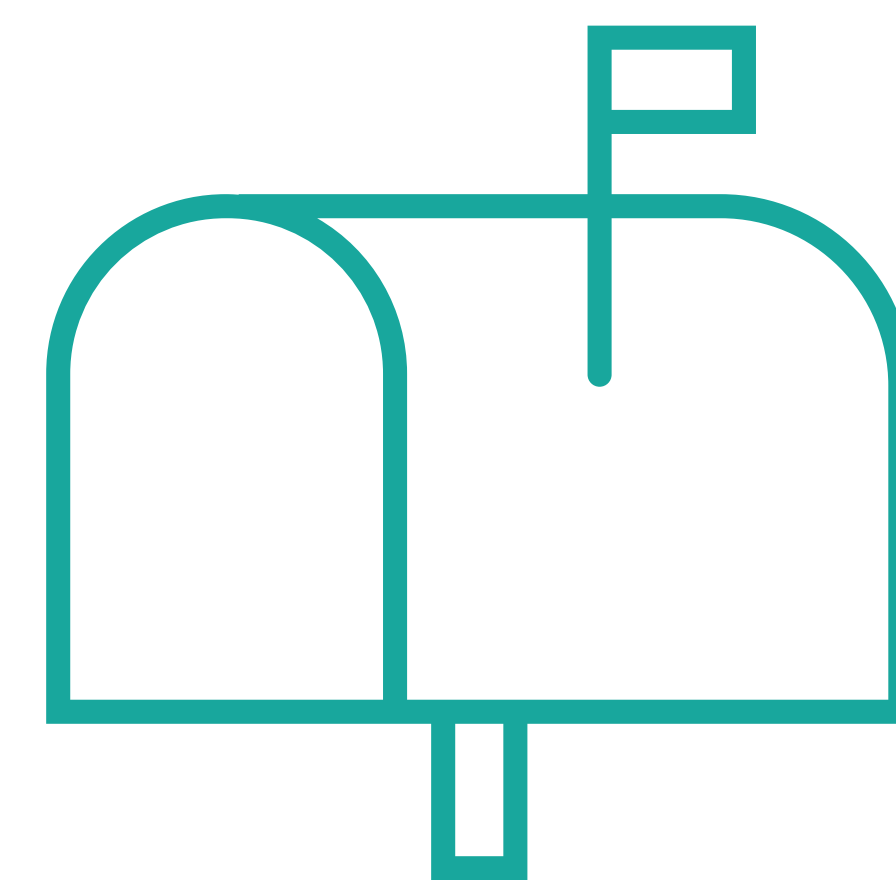


*Scan the QR code to  
direct you to the online  
comment form.*



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## DURING TODAY'S PUBLIC MEETING

### COMMENT FORM

Leave a written comment form here  
with us today (or mail in before Dec. 2)

### AUDIO RECORDING

An audio recording service is available  
today and will be transcribed for record



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[eastkellogg@ksdotike.org](mailto:eastkellogg@ksdotike.org)

